

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

- 1 to 15.           Cancelled.
16.     (New) A tie-down fitting for a rail system for a vehicle, comprising:  
a main body including an aperture formed therethrough;  
at least one tie-down catch extending from the main body in a direction substantially  
along the direction of a rail;  
a locking plate actuable to engage a portion of the rail; and  
a rotatable wheel disposed in the aperture of the main body and threadably coupled to  
the locking plate to actuate the locking plate.
17.     (New) A tie-down fitting as set forth in claim 16, wherein the fitting is  
adapted to engage a positioning scallop of the rail.
18.     (New) A tie-down fitting as set forth in claim 16, wherein the locking plate is  
generally rectangular in shape with at least two rounded corners.
19.     (New) A tie-down fitting as set forth in claim 16, further comprising a  
plurality of projections extending from the main body to mate with the rail.
20.     (New) A tie-down fitting as set forth in claim 16, further comprising a second  
catch extending from the main body in a direction substantially along the direction of the rail.
21.     (New) A tie-down fitting as set forth in claim 16, wherein the main body has a  
generally D-shaped cross section.
22.     (New) A tie-down fitting as set forth in claim 21, wherein the generally D-  
shaped cross section comprises a generally flat base portion having first and second ends and  
an arcuate upper portion interconnecting the first and second ends.

23. (New) A tie-down fitting as set forth in claim 16, further comprising a spring to urge the locking plate toward the main body and into engagement with the rail.

24. (New) A tie-down fitting as set forth in claim 16, wherein a longest axis of the locking plate is oriented generally perpendicular to the rail when the tie-down fitting is secured to the rail.

25. (New) A tie-down fitting as set forth in claim 20, wherein the main body and the catches have a cleat shape.

26. (New) A truck bed comprising:  
a rail; and  
a tie-down fitting as set forth in claim 16.

27. (New) A tie-down fitting as set forth in claim 16, further comprising at least one projection extendable in a space between flanges of the rail when the fitting is attached to the rail to guide the fitting.

28. (New) A tie-down fitting as set forth in claim 16, wherein the fitting is configured for top-down loading.

29. (New) A tie-down fitting as set forth in claim 16, wherein the fitting is configured to be top-down loaded into the rail and then turned 90°.

30. (New) A tie-down fitting as set forth in claim 16, wherein a diameter of the rotatable wheel is larger than a width of the main body.

31. (New) A tie-down fitting as set forth in claim 21, wherein the main body is configured to be a tie-down point.